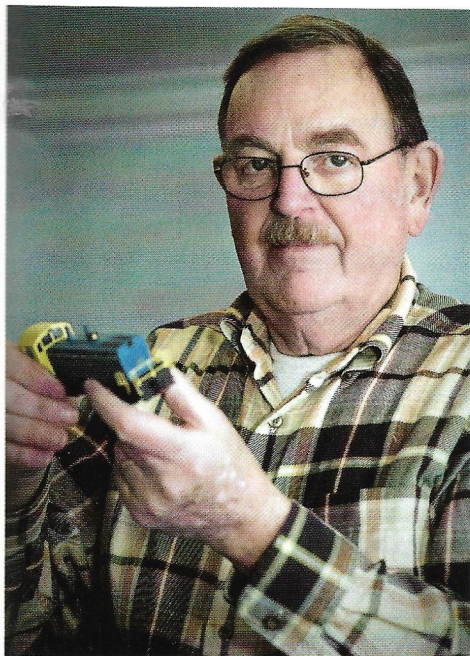




VIN GALLOGLY EARNS MMR #549

MMR - the Journey

Twenty years ago, as demands of family and work slowed a bit, I returned to model railroading. It is 18 years since I joined the NMRA. What a wonderful journey through railroad history and model making with friends and fellow enthusiasts. Wednesday night groups, Friday night groups, regional layout tours, operating sessions, clinics, conventions, and just plain "come and visit my layout."

Whether I found myself in the Bay area, Florida, Michigan, Arizona, Washington, North Carolina, Pennsylvania, or in the counties adjacent to my own, NMRA modelers were happy to share their layouts, personal experience, and knowledge. Upon receiving a call, many would say, "But my layout is not complete; it is mostly plywood; I only have a small section powered." Universally, they were understating their personal accomplishments or attempting to lower my expectations. But they welcomed my visit, and I learned from each of them.

Early on, I had the opportunity to travel to San Jose, California, on business and was invited to attend an op session at Dave Biondi's. I was given a "turn," and then proceeded to prove I was a neophyte. I added every car that was outbound to the train as I worked my way up the hill. I discovered that did not work. Lesson learned. A turn means you can pick up

cars on the "return." I did all this in front of a crew composed of excellent modelers and operators. I endured a slight ribbing at lunch that day. I have been back to the PCR many times since and have always gained some knowledge. My thanks to Rick Fortin, Seth Neumann, Jim Dias, Les Dahlstedt, Jack Burgess, Otis McGee, Bob Jacobson, Ray de Blieck, John Marshall, and so many more.

In 2003, while attending the National Convention in Toronto, I was lassoed into taking an active part in the host committee for the 2009 convention in Hartford, Connecticut. As time went on, I found myself in the role of Chairman. The work was enjoyable, particularly meeting clinicians of national stature recruited by my good friend John McGloin and visiting every layout and its owner with an interest in hosting 2009 attendees. George Selios, Stan and Debbie Ames, Dick Elwell, John Elwood, John Grosner, Earl Smallshaw, Tony and Diane Steele, and Bob Hamm, to name just a few.

Along the way, I completed some Achievement Awards. More than 30 members of my home Division, Metronorth, continually encouraged and guided me in my operating and modeling efforts. Bob Hamm, our National Contest Chair, Bill Brown the NER Achievement Program Chair, and Henry Freedman were espe-

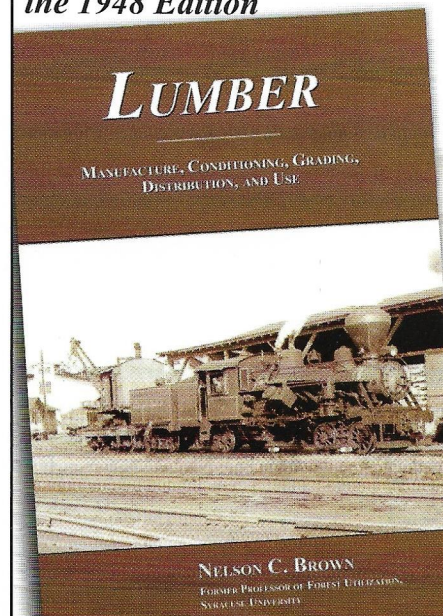
cially helpful. Each in his own way underscored the fact that as model railroaders, we should know about prototype railroads. I personally freelance with significant influences from the New Haven (thank you New Haven Technical Society), The New York Central (thanks Carl Liba), and the O&W (thanks Bill Schneider and Mal Houck). Henry Freeman lent me *Working on the Western Maryland*, published in 1999. The book shares experiences of WM employees in their own words; it has added the human touch to my understanding of railroads and railroad men.

With my recent entry into operations at my Westport Shore & Harbor Line, I have drawn upon many articles in the OPSIGs *Dispatchers Office* and the personal knowledge of Jim Dahlberg, Dick Foley, Ray Fisher, Phil Monet, Steve Benezera, and others, as well as my local Friops and Second Tuesday members. Thank you all.

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